

## Message Text

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ACTION SY-05

INFO OCT-01 NEA-10 ISO-00 OPR-02 A-01 SCCT-01 /020 W

----- 106240

P 121450Z NOV 75

FM AMEMBASSY BEIRUT

TO SECSTATE WASHDC PRIORITY 7255

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DEPT FOR A/SY PASS RSS GARRETT

E.O. 11652: N/A

TAGS: ASEC

SUBJ: ATTEMPTED ABDUCTION, BEIRUT

REF: BEIRUT 13735

1. A/SY MAY WISH TO TRANSMITT TEXT OF MESSAGE TO MTT AT ITS CURRENT LOCATION.

2. AT APPROXIMATELY 0900, NOV 4, 1975, A/RSO JOHN JARRELL AND SA MICHAEL HOLM, DEA, WERE RETURNING TO THE CITY OF BEIRUT FROM KHALDE AIRPORT AFTER A SUCCESSFUL SECURITY ESCORT MISSION. JARRELL WAS DRIVING POINT WITH HOLM FOLLOWING APPROXIMATELY 200 YARDS BEHIND. THE PURPOSE OF THIS ARRANGEMENT WAS TO PROVIDE EARLY WARNING OF ROAD BLOCKS OR OTHER DANGERS AND TO THEREFORE AVOID THE POSSIBLE LOSS OF TWO VEHICLES. THERE WERE NO OTHER VEHICLES IN THIS RETURN CONVOY.

3. JARRELL'S VEHICLE WAS THE SY OFFICE CAR, PARTIALLY ARMORED WITH LEXAN INSERTS ON REAR AND SIDE WINDOWS. HOLM'S CAR WASH THAT ASSIGNED TO THE DCM, BEING PARTIALLY ARMORED.

4. ABOUT 1 AND ONE HALF KILOMETERS FROM THE AIR-PORT TERMINAL, TWO MEEN STEPPED IN FRONT OF HOLM'S CAR, DREW PISTOLS WHICH HE IDENTIFIED AS BROWNING 9MM AUTOMATICS AND ATTEMPTED TO FLAG HIM OFF THE ROAD. THERE LIMITED OFFICIAL USE

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WAS LIGHT TO MODERATE TRAFFIC ON THE ROAD AT THAT TIME,

BUT HIS WAS THE ONLY VEHICLE THE ASSAILANTS WERE INTERESTED IN STOPPING. HOLM USED EVASIVE DRIVING TACTICS INVOLVING A RAPID REVERSAL OF DIRECTION. AS HOLM TRAVELED BACK TO THE AIRPORT, THE ARMED MEN FIRED A TOTAL OF ABOUT 10 ROUNDS, NONE STRIKING THE CAR.

5. HOLD ADVISED JARRELL BY RADIO TO PROCEED BACK TO THE CHANCERY, WHICH HE ATTEMPTED TO DO. ABOUT 2 KILOMETERS FURTHER, JUST PAST THE CAMP SABRA CHATILLA, JARRELL'S VEHICLE WAS OVERTAKEN BY A WHITE PEUGEOT 404 WITH TWO, POSSIBLY THREE OCCUPANTS. AGAIN, THE TRAFFIC WAS LIGHT TO MODERATE.

6. JARRELL'S VEHICLE WAS IN THE RIGHT LANE, THE VEHICLE WHICH WAS OVERTAKING WAS IN THE LEFT LANE. AS THE PEUGEOT DREW ABREAST OF THE SY CAR, THE MAN IN THE RIGHT FRONT SEAT DISPLAYED A NICKLE PLATED BROWNING 9MM PISTOL AND MOTIONED FOR JARRELL TO PULL OVER. IT SHOULD BE NOTED THAT BECAUSE OF THE DIFFERENCE IN THE LENGTHS OF THE VEHICLES, JARRELL'S CAR'S FRONT WHEELS WERE IN FRONT OF THE PEUGEOT'S.

7. JARRELL ACCELERATED AND CUT HARD LEFT MAKING CONTACT WITH THE SMALLER CAR AND THROWING IT OVER A CURB ONTO A MEDIAN STRIP. IN ATTEMPTING TO RECOVER FROM THIS MANOEUVRE JARRELL LOST CONTROL OF HIS VEHICLE CAUSING IT TO SPIN 180 DEGREES, THE RIGHT REAR WHEEL MAKING CONTACT WITH THE CURB.

8. THE ASSAILANT'S CAR WAS STILL IMMOBILIZED, BUT THE ATTACKER WITH THE PISTOL WAS ABLE TO LEAVE HIS VEHICLE AND START RUNNING FOR THE SY CAR. JARRELL GOT THE SY CAR MOVING AGAIN AND WAS ABLE TO TRAVEL TO AN ARMY (LEBANESE) CHECK POINT APPROXIMATELY 400 METERS FROM THE INCIDENT SITE. AS HE WAS DEPARTING, THE INDIVIDUAL WITH THE PISTOL FIRED TWO SHOTS, NEITHER HITTING THE VEHICLE.

9. DAMAGE TO HOLM'S CAR CONSISTED OF A BROKEN MOTOR MOUNT AND BREAK DAMAGE DUE TO THE RAPID LIMITED OFFICIAL USE

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ACCELERATIONS. DAMAGE TO JARRELL'S CAR CONSISTED OF A BENT RIGHT REAR WHEEL, PLUS SOME BODY DAMAGE AT THE POINT OF IMPACT WITH THE ATTACKER. BOTH VEHICLES HAVE BEEN RETURNED TO SERVICE.

10. EVALUATION OF THE ABOVE HAS LED TO THE FOLLOWING CONCLUSIONS:  
. THIS WAS A TARGETTED OPERATION.

B. WHILE JARRELL'S VEHICULAR MANOEUVERS WERE A  
BIT UNORTHODOX, THE DEFENSIVE DRIVING TRAINING HE RECEIVED  
ENABLED HIM TO SELECT THE BEST POINT OF ATTACK AVAILABLE  
AND HIS ESCAPE ROUTE. THERE IS NO QUESTION BUT THAT THE  
DEFENSIVE DRIVING TRAINING RECEIVED AND THE ARMORING OF  
THE VEHICLES WERE IN LARGE MEASURE RESPONSIBLE FOR  
THE SATISFACTORY CONCLUSION OF THIS EPISODE.  
GODLEY

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